

Port of Rockhampton

First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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Document control options

Prepared by	Maritime Services Branch
Title	Port of Rockhampton - First-Strike Oil Spill Response Plan
Division	Maritime Safety Queensland
Location	Floor 2, 61 Mary Street Brisbane QLD 4000
Version No	6
Revision Date	May 2017
Status	Final
File Number	225/00457

Document sign-off

Version 1 of this document was approved by the Chair of the Queensland National Plan State Committee in July 2006. Subsequent amendments have been of an administrative nature only and have not changed the intent of the document.

Contact for enquiries and proposed changes

If you have any questions or suggested improvements please phone the Manager, Pollution Response on 07 3066 3911 or email pollution@msq.qld.gov.au

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1. Introduction

This plan has been prepared by the Department of Transport and Main Roads in accordance with the agreed arrangements of Australia's National Plan for Maritime Environmental Emergencies (National Plan) and the requirements of the Transport Operations (Marine Pollution) Act 1995. It is a supplement to the Queensland Coastal Contingency Action Plan.

2. Scope

This plan deals with first-strike response to oil spills from ships and other sources within the Port of Rockhampton, Queensland. See Appendix A for details of geographical area.

3. Objective

The aim of this plan is to describe the operational arrangements of the Oil Pollution First-Strike Response Deed between Maritime Safety Queensland and the Rockhampton Port Authority (now Central Queensland Ports Authority). In doing so the plan describes the first-strike response and handover arrangements for oil spills within the port, identifies available resources, and provides key contact information.

The plan is not a stand alone document and should be read in conjunction with the following:

- the Queensland Coastal Contingency Action Plan (QCCAP)
- Maritime Safety Queensland's Standard Operating Procedures for oil spill response
- the Oil Pollution First-Strike Response Deed for the port of Rockhampton.

4. Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Rockhampton are defined as follows:

- Maritime Safety Queensland is both Statutory and Combat Agency for response to all ship sourced oil spills.
- The Gladstone Ports Corporation (GPC) is responsible for first strike response, as per the Oil Pollution First-Strike Deed and this contingency plan, to all oil spills within the port limits.
- The Department of Environment and Heritage Protection (DEHP) is the Statutory Agency for all land sourced oil spills and is also responsible for assuming the role of Environment and Science Coordinator (ESC) for incidents where oil and chemical spills occur in:
 - The harbours and working areas of the Port outside of the Great Barrier Reef Marine Park, and
 - All coastal waters outside the Great Barrier Reef World Heritage Area.

This role will be exercised in full consultation and cooperation with the GBRMPA.

- The GBRMPA is responsible for assuming the role of ESC where oil or chemical spills occur within the Great Barrier Reef World Heritage Area and adjacent shorelines, excluding those harbours and

working areas of the Port which fall outside of the Great Barrier Reef Marine Park. This role will be exercised in full consultation and cooperation with the DEHP.

- Maritime Safety Queensland is the Combat Agency for land sourced oil spills, except spills from oil terminals, through a memorandum of understanding with DEHP.
- Local councils generally assume responsibility for cleanup of oil-impacted shorelines. Depending upon the geographical location of stranded oil, either the Rockhampton Regional Council or the Gladstone Regional Council may be requested to undertake shore line cleanup operations following an oil spill within the port.

Details of the roles and responsibilities may be found in Schedule 1 to the Inter-Governmental Agreement on Australia's National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

5. Direction of Maritime Safety Queensland

Maritime Safety Queensland directs the GPC to initiate and carry out first-strike response operations within the Port of Rockhampton in accordance with Section 8 of this plan.

6. Threat Assessment

In 2010, Maritime Safety Queensland commissioned a semi-qualitative risk analysis of oil spills from ships over 10 metres in length for all ports in Queensland. The study shows there is a risk of an oil spill occurring within the Port of Rockhampton. Spills of ships' bunker oils resulting from contact with the berths or groundings are the types of oil spill incidents most likely to occur within the port. Bunkering operations using road tankers on the wharf at Port Alma also contribute to the overall risk profile. The port also handles significant quantities of Dangerous Goods including ammonium nitrate and explosives.

From an environmental perspective, the Port of Rockhampton contains large areas of mangrove forests and salt flats. These areas are extremely susceptible to the effects of oil spills. Northern areas of the port are bounded by or adjacent to sandy beaches and abut the Great Barrier Reef Marine Park and some islands, particularly those in the Keppel group, are extremely vulnerable to the socio-economic and ecological effects of oil spills.

7. Possible Spill Scenarios

The most common type of oil spills likely to occur in the port are small spills of petrol, diesel fuel or bilge oil from commercial or recreational ships or shore based activities. However it is also possible that the following types of spills may occur within the port.

- 300 tonnes of heavy fuel oil from trading ships resulting from serious contact incidents
- 5 tonnes of heavy fuel oil or diesel fuel during 'across-the-wharf' bunkering operations using road tankers
- small spills of bunker fuel or bilge oil during ships internal transfer operations
- 100 tonnes of diesel cargo from a tank ship discharge at PA3 berth

While each of the scenarios listed above could escalate beyond what is generally termed 'first-strike response' prompt and effective action will help limit the effects of a spill.

8. Response Options

The following guidelines apply to first-strike response within the port.

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Keppel Bay	Yes	If viable	If viable	n/a	If viable
NW shore of Curtis Is	Yes	Yes	If viable	If viable	No *
The Narrows	Yes	Yes	If viable	No**	No *
Connor Creek	Yes	Yes	If viable	No**	No *
Balaclava Island	Yes	Yes	If viable	No**	No *
Raglan Creek	Yes	Yes	If viable	No**	No *
Casuarina Creek	Yes	Yes	If viable	No**	No*
Fitzroy River	Yes	Yes	If viable	No**	No*

Note

Dispersants will not normally be used within the port of Rockhampton because they are unlikely to be effective on the types of oil most likely to be spilled in the port. However they may be used in certain circumstances, for example, to reduce the risk of fire or explosion from a petroleum product spill. Any decision to use dispersants within the port area should be made in accordance with the dispersant use policy and guidelines outlined in the Queensland Coastal Contingency Action Plan. Under the guidelines:

- Prescribed Officers from GBRMPA, AMSA and Maritime Safety Queensland may authorise the use of dispersants within areas of the port that lie within the Marine Park.
- Prescribed Officers from AMSA and Maritime Safety Queensland, in consultation with DEHP, may authorise the use of dispersants in port areas that are outside the Marine Park.

Shoreline clean up operations should not be attempted in areas that are heavily forested with mangroves. The preferred response option in these areas is to monitor natural flushing.

9. Incident Control Centre

The Incident Controller may elect to establish an Incident Control Centre (ICC) to aid in management of an incident within the port. If required, the ICC will be established in the Port Managers office at Port Alma or the office of the Regional Harbour Master (Gladstone).

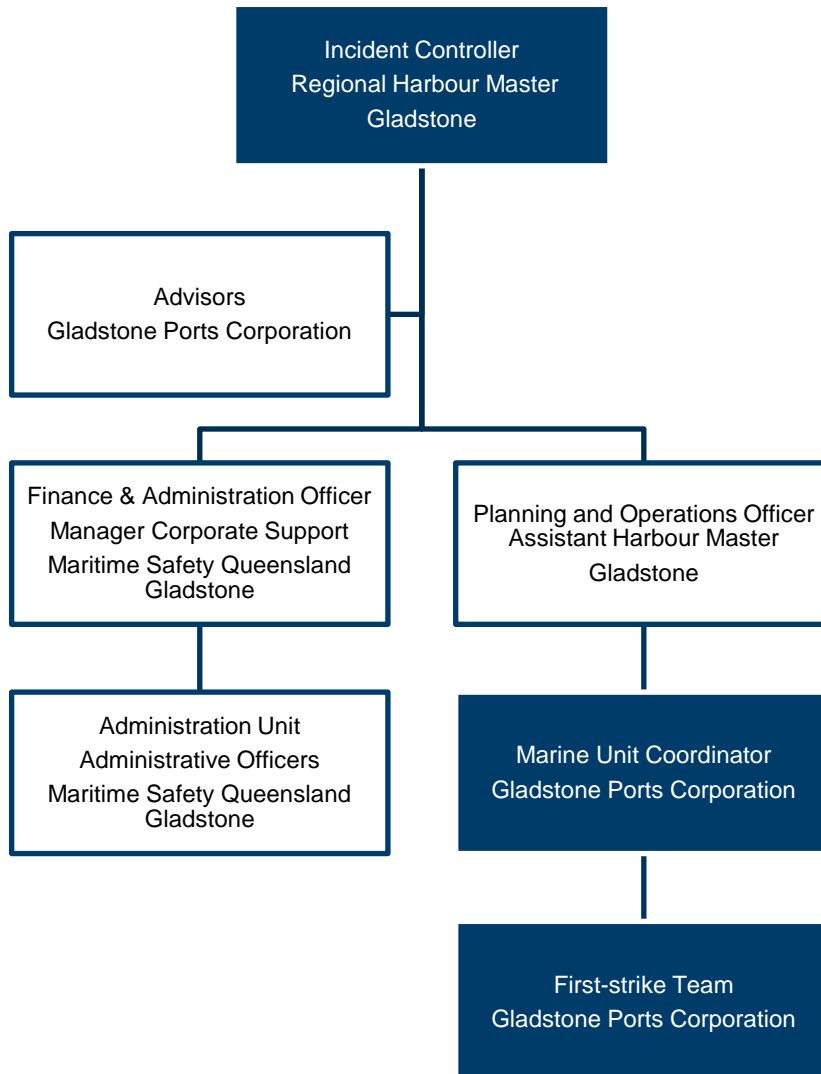
10. Response and Handover Arrangements

Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, GPC should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, GPC should consider the number and availability of local trained response personnel, their ability work safely without the need for excessive work hours, and the capacity of the ports' first-strike response equipment. Requests for assistance should be made as soon as possible and preferably in the first or subsequent SITREPs.

11. First-Strike Equipment

Equipment	CQPA Workshops Port Alma
Boom (Structurflex GP)	300 metres
Boom (Structurflex Land/Sea)	60 metres
Skimmer (Foilex weir and Spate pump)	1
Container (10m ³ Flexidam)	2
Anchor Kit	1
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

12. Response Team Structure



13. Contact List

Role	Position	Phone	Mobile
Gladstone Port Control	Duty VTS Officer	4973 1208	24 hours
Maritime Safety Queensland Incident Controller	Regional Harbour Master Maritime Safety Queensland Gladstone	4971 5200	0407 878 852
Local Area Controller	CQPA Supervisor, Port Alma	4934 6931	0418 799 386
Planning & Operations Officer	Assistant Harbour Master Maritime Safety Queensland Gladstone	4971 5200	0428 113 089
Finance & Administration Officer	Manager Corporate Support Maritime Safety Queensland Gladstone	4971 5276	0409 340 365
Marine Unit Coordinator	Gladstone Ports Corporation	4976 1333	24 hours
Environment and Science Coordinator for spills that are unlikely to impact the GBRMP	DEHP	1300 130 372 Extension 2 24 hours	1300 130 372 Extension 2 24 hours
Environment and Science Coordinator for spills that are likely to impact the GBRMP	GBRMPA	4750 0700	3830 4919 quote 'oil spill'
Shoreline Cleanup Coordinator	Rockhampton Regional Council (Yeppoon) Public Safety & Disaster Management Officer	1300 225 577	1300 225 577
Shoreline Cleanup Coordinator	Gladstone Regional Council (Calliope Office)	4975 8100	4975 7328
Shoreline Cleanup Coordinator	Rockhampton Regional Council (Fitzroy) Group Manager of Water	1300 225 577	1300 225 577

Appendix A – Map of Rockhampton Port Limits

